



PILOT TALK



Colonial Virginia Aeromodelers Chapter 1474

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Visit the CVA Web Site at: www.homestead.com/cvarc/

President's Column

2009 Meeting Schedule

All meetings (except for the Christmas Dinner) in 2009 will be held at the Williamsburg Christian Church on the second Thursday of the month, starting at 7 PM. The next meetings will be 14 May and 11 June 2009.

Directions to Williamsburg Christian Church

The building is at 200 John Tyler Lane. At the intersection of Route 199 and Route 5, turn the OPPOSITE direction that you would turn to go to the field. Go 50 yards and turn right (left is Strawberry Plains Rd.). You can't miss the Church; it is on the right just past the Professional Park that can be seen from Route 199. Everyone needs to be warned that there is an additional fine of \$200 for going over 25 MPH and the cops are there a lot.

MEETING LOCATION
Williamsburg Christian Church
200 John Tyler Lane
7PM Thursday
14 May 2009

Show and Tell

We are going to have a short show and tell at the end of each meeting. Last month was very good. I would like to have the show and tell be a major part of the meetings. Please take the time to prepare something to share or just bring your new project.

Pilot Accomplishment

We did not have anyone complete a Pilot Accomplishment level in 2008. Please review the information below and consider participating. It can prevent boredom and will make you a better pilot.

The goal of the CVA Pilot Accomplishment Program, which is modeled after the League of Silent Flight (LSF) Soaring Accomplishment Program, is to recognize individual proficiency and accomplishment in RC flying through a set of successively harder tasks that measure the pilot's skills. The modeler has an opportunity to achieve these specific tasks with a plane of his or her choice. These tasks are designed to challenge and entertain, while allowing the pilot to measure and improve his flying skills against a proven set of standards.

The CVA Pilot Accomplishment Program is organized into several levels of achievement, starting with Level I, the simplest. These levels are arranged so that the beginning flyer can pace him self and gain confidence and skill. There is no time limit or pressure for completion of any task or level. Accomplishment of individual tasks may take only a few weeks or completion of levels may extend over several years, depending on the individual's own interest and activity.

Participation in the CVA Pilot Accomplishment Program is strictly voluntary. Each participating pilot is responsible for obtaining signatures of a witness for each task on the appropriate Accomplishment Level Form. The pilot should practice the individual tasks until he is comfortable and then ask another CVA member to witness the attempt and to sign if the task is successful completed. When all of the tasks for the current level have been completed, submit the completed Accomplishment Level Form to John Backes.

Level 1 Task

Task 1 - 5 Touch and Goes - Right to Left

Task 2 - 5 Touch and Goes - Left to Right

Task 3 - Immelman

Task 4 - Dead Stick Landing

Task 5 - 10 Consecutive Loops

Task 6 - 2 Consecutive Rolls

Level 1 Achievers

1. Pete Rawlings - 21 May 2000
2. John Backes - 10 June 2000
3. Dave Heape - 22 August 2001
4. Mark Motter - 26 October 2002
5. Ed Zwierski - 3 November 2002
6. Harry Ashworth - 6 May 2004
7. John Shelton - 23 May 2004
8. Tom Treese - 17 August 2005
9. Eduardo Voloch - 14 October 2006
10. Steve Klute - 9 April 2007
11. Bob Marsh - 13 April 2007

12. Buck Morning - 30 June 2007
13. Joe Musika - 20 August 2007

Level 2 Achievers

1. John Backes - January 26, 2005
2. Tom Treese - March 8, 2007
3. Eduardo Voloch - May 19, 2007
4. Bob Marsh - June 13, 2007

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Minutes

MINUTES for 9 April 2009

The meeting was called to order at 7:03pm at the Williamsburg Christian Church. There were 25 members present. The President announced the minutes of the March 12th meeting as published in the last newsletter. A motion was made and seconded to accept the minutes as posted. A vote was taken and it passed unanimously.

The treasurer reported on the club finances.

Site Improvement: Tom Treese said the field has been rolled but there are still a few soft spots in some places. There was discussion about the low spots at the field and setting up a work day to correct the low areas.

Activities: Joe Musika mentioned the 2009 event schedule on our web page is set. President John Backes gave a brief explanation of the upcoming NNPRC Very Low pressure fun fly. Bill Van Cleave mentioned that a visitor to the Williamsburg Outlet Mall on the Friday before the show saw our mall show poster and called a friend in Bristol, Tennessee to let him know about the model show. The friend actually made the trip from Tennessee to see our mall show and Bill Van Cleave got to meet him on Sunday the last day of the show. President John Backes felt that this mall show may have given the club 2 potential members from the visitors attending the show. Bill Van Cleave then thanked all those who helped in pulling off the show. The club in turn gave Bill Van Cleave a round of applause for doing the legwork needed in making the show happen. The winners of the mall show model displays were Bob Marsh 1st place Best of Show for his Corsair. 2nd and 3rd place went to Dave Heape for his Pitts biplane. Joe Musika talked about the electric fly and the schedule for the day's events. Joe also gave a short reminder of the spring picnic set for May 16th. Tom Treese also reminded the club on the upcoming Warbirds over Williamsburg. The subject of pilot prizes was discussed and that in past events many items were not taken from the prize table. Carl Rannigan commented on the amount of work needed to

contact vendors for these items, and how much stuff he has had to bring back home because pilots were not taking the freebies. Further discussion looked at the possibilities of giving the pilot an additional raffle ticket and or certificate of appreciation for attending the event.

Safety: President John Backes commented on a recall involving the Spektrum DX6i and faulty aileron potentiometers.

Training: Steve Klute commented on the new training link on the club web page and that there are currently 4 students in training.

Old Business: Bill Van Cleave “Mall Show is over”.

New Business: Pete Rawlings asked about the possibility of using a conveyor belt as a landing strip like the type used at the Hampton Roads R/C club in Suffolk. Tom Treese mentioned the possible issues that could arise with the conveyor belt and added ground prep and maintenance. With further discussion it was agreed that the grass strip is still the best option. Carl Rannigan made a motion that the club purchase additional teddy bears for the Sept Cub Fly. A motion was made and seconded and a vote was taken. The motion passed unanimously. President John Backes talked about the importance of club members becoming more involved in club activities. John feels the club is made better by more people providing input in event planning, submitting items of interest to Jerry Limber, the club webmaster, for inclusion on the CVA web site. If a member has a R/C news tidbit or R/C tech item send it to Ken Howard Sr. for placement in the newsletter. John went on to mention he thinks the club can benefit from an “advertising committee”. John used the NNPRC as an example. Their club puts out PDF fliers on their web site for upcoming events. Their “Helis Over Tidewater” event has its own web page. Another benefit to having an advertising committee is that it can take some of the burden off the shoulder of the person actually running the event.

Show and Tell: Pete Rawlings showed a foamy wing that he thought somebody could make good use of and he was selling for \$ 5.00, Buck Morning bought it. Earl Barger showed a P-51 electric that he did a good job covering. Jim Sturdy showed his Tower Hobby trainer that he uses with a youth civil air group and an aileron pigtail cable that he made. Tom Treese showed a flier for the Youth Aeronautic Training Association and commented on displaying a trainer/buddy box setup at their event. John Backes gave a demonstration of the relationship between volts/amps during the charging process. John used 2 multi meters, a chart for recording data and several batteries in different states of charge in his demo. Will Bischoff showed a fine looking F4F3 he built modeled after one flown by Butch O’Hare. Will gave some background on his construction of the very intricate landing gear used in his model. Will also gave a brief talk on his work with Grumman Aircraft and the development of the E2 control surfaces. There being no further business the meeting was adjourned at 8:40pm.

Buck Morning
Secretary

Activities

Our April Electric-fly was a big success. Approximately 16 flyers entered and flew. Some CWA combat (no ribbons), just the thrill of competition. All combatants flew Super flies, which are easy to repair. John and Buck found each other, but both planes were able to fly later. One pilot from Newport News was there, as well as a pilot from Gloucester, and our friend Robert Edmonds was here from Herndon, Va. In fact Bob brought a couple of his creations: a Delta and Canard. It's always a pleasure to see Bob. Everybody was fed and info on electric-flying was passed about and everyone seemed to enjoy themselves. A special thanks for all the behind the scenes help to Buck Morning and Tex Harrison.

DATES TO REMEMBER

SPRING PICNIC

16 MAY 09

WARBIRDS OVER
WILLIAMSBURGH

6 JUNE 09

Remember May 16th, the Spring Picnic. Plan a day of casual flying, catching up with old friends, and lots of good food. If you want to bring a dish to pass, it will be most welcome. Come one, come all! Starts at 10am.

June 6th, will be Warbirds over Williamsburg. This is our third show under Tom Treese, the first two being big successes, with your participation this time will be a success also. So get your Warbirds out, and dust them off, and be ready to roll on the 6th.

Our events have gotten off on a good start, let's keep the momentum going!!!

Joe Musika
Activities Coordinator

Safety

Hi guys, Well it's that time of year again. The summer time heat and the glaring sun makes it time to bring lots of fluids and sun protection with you to the field. Don't forget the bugs are out and the Mayflies will be biting. Also the traffic will be heavier over the summer months.

Fly Safe, Be Aware

Training Corner

Most of the things we learn about flying RC are just plain fun. Learning to solo, learning to keep your plane level, learning loops and other aerobatic maneuvers are really fun. It is also fun to build, maintain and repair your aircraft or to modify its design or abilities through your own efforts. For some of us it is just plain fun to play with those little engines.

A few of the things we learn in the hobby though, are not quite as much fun. That first hard landing causing a broken prop is just a small indication of what may be just around the corner. The first time you lose orientation and begin to sweat whether that bird is going to make it back at all can be a wake-up call. But one of the things that pretty much gets everyone's attention is the "dead-stick" landing! When things turn out well, they can be viewed as fun. When things turn out really badly...they are a real bummer!

Consider that you are just flying around having fun and perhaps doing a few tricks, when *suddenly you realize...*"I don't have any power and I don't think I hear the engine anymore"!!! "Quick, quick...how do I save this thing? How can I land without power....without damage?? How far will it glide? How slow can I fly it? It's heading the wrong way!!

Well my pilot friend, you may just have waited a little too long to have asked yourself those questions! You might **now** benefit if you had made time **earlier** for some **practice** doing these "dead-sticks". If you had, right now you might be "in-charge" and "sittin' pretty".

But you ask "how can I practice without actually doing the whole 'dead-stick' deal that I'm trying to avoid??" Well, there is a trick! We actually cheat a little bit and use what you might call "idle-stick" instead of "dead-stick" for practice. To keep the key points clear and easy to remember, we can put them in a short list:

1. It is better to practice under controlled favorable conditions than in an emergency.
2. Practice with the engine at idle and you can power-up if needed.
3. After you become comfortable start the dead-stick at random times but having someone else or a timer determine when to idle the engine.

Remember that each different aircraft will exhibit different flying characteristics in a dead-stick situation, so practice with each of your different aircraft might be beneficial.

There is another related topic which we will not cover until some future date, and that is "how do you prevent (well maybe just minimize) dead-stick landings in the first place". Some thoughts on that might be helpful.

And, as always... remember to try something new each time you fly!

Steve Klute
Training Coordinator

Editors Note



GOING “FIRST CLASS”

The official CVA FREQUENCY CONTROL POLICY is to place a pin in the frequency control board prior to turning on your transmitter, and to remove the pin from the board after each use.

FLY SAFELY